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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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Sorge/Settendorf Mining Area

50X1-HUM

1. [REDACTED] ore production in the Sorge quarry was gradually nearing its end. The mining area was closing in on Gilmitzsch and Friedmannsdorf, and mining operations there, in all probability would have to be given up in the near future, unless the pit area to be exploited is expanded. Ore mining had declined, and only Type III ore was obtained.
2. In Fruenzig during early September 1954, the number of cars loaded per shift with ore to be shipped had dropped. During the period from 2 to 10 September 1954, the average number of cars loaded per shift was forty 15-ton cars. Work was done in three shifts. Only Type III ore was shipped. All cars which were marked "Pendelverkehr Teichwolframsdorf" (Teichwolframsdorf shuttle service) and were destined for Crossen, formed complete trains.

Ore Mining at Ronneburg

3. Ore shipping in Ronneburg was rather irregular during early September because of the irregular arrivals of railroad cars made available by the Reichsbahn. Ore was shipped over two ramps. The Russian drivers' pool was reinforced by five German drivers and their trucks, so that in all, 22 dump trucks were available for carrying ore to the two ramps in Ronneburg. Ore was carried away also from the old quarry located on a small hill there. Work was done in three shifts; each shift handled an average of fifteen 15-ton cars. The cars went to Crossen.

Ore Mining near Gauen

4. Ore mining at Gauen ceased on 1 September 1954. A single excavator performed minor mining and clearing operations. The other excavators were transferred to other places; two went to Katzendorf and one to Aue. The labor force, previously engaged in clearing work, was assigned to transportation service. Work was done in two shifts, each servicing 16 dump trucks.

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50X1-HUM

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50X1-HUM

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SECRET

- 2 -

The best ore layer was 2.5 meters thick. Type -III and Type- IV ore was extracted, but only Type- III ore was carried away, while Type -IV was dumped on a heap. A small heap also was available for Type -III. The management of the plant was disappointed in the poor output. Shipment was done in two shifts. Since the allocation of cars was irregular, part of the ore had to be stored. On the other hand, in the event of the arrival of more cars than were needed for the shipment of ore, ore from the stock-pile was shipped with the ore mined daily. The average shipment per shift was 8 to 10 cars.

Miscellaneous

5. Digging operations at the Paitzdorf central pit made further progress.
6. On 13 September 1954, a newly built shaft was opened in Stolzenberg. The observer believed that it was opened to shorten the underground transportation of the extracted ore. The galleries from the Schmirschau installation extended to Posterstein via Stolzenberg.
7. An open pit was being set up at Stolzenberg, and an excavator for preliminary operations was working there. Several excavators and tippers were scheduled to start work there on 1 October. Allegedly most of the workers for this open pit were transferred there from the Lichtenberg central pit. The shaft area was to comprise an area of approximately 60 acres.
8. An open pit was set up at Strausfurt north of Erfurt. In early September, some workers were already working there. Fifty dump trucks with drivers were to be transferred there from the Zwirtaschen garage. The labor force would be subordinate to Object No. 90. Allegedly 4 shafts were to be erected in this district at a later date.
9. The boring department of Object No. 90 performed sinking operations in the Ronneburg-Schmirschau-Paitzdorf-Stolzenberg district.
10. It was learned from a man working in Crossen, that Crossen worked at full capacity and more ore was extracted than could be processed. It was possible to determine that the ore stockpile southwest of the ore-dressing plant on the Zwickau-Glauchau road was gradually expanding. The waste material was located north of the plant. The dressing plant consumed large quantities of coal. Several trains carrying coal were seen going in the direction of the ore dressing plant. Open 15-ton flat cars, without the stanchions, and marked "Pendelverkehr Teichwolframsdorf" (Teichwolframsdorf shuttle-service), "Pendelverkehr Oberschlema", and "Pendelverkehr Aue" were seen on the railroad tracks. Trains from Aue and Oberschlema had an average of 30 cars. A large transformer station with lines to the dressing plant was located southwest of the plant between the Zwickau-Glauchau road and the railroad line. The transformer station was occupied by Russian soldiers.

50X1-HUM

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